

**Motion to Amend Item No. 48 by Director Butts**

**January 26, 2017**

**In October, 2010 the Metro Board approved a revision of the Grade Crossing Safety Policy to further emphasize the inclusion of "...public safety and economic development" as key elements in the technical evaluation**

**The 2010 Policy further states that:**

**Traffic flow analyses of grade crossing alternatives shall be calculated under three scenarios:**

- 1. current automobile traffic levels,**
- 2. traffic levels adjusted to reflect "natural growth" in traffic over 20 years, and**
- 3. traffic levels adjusted to reflect the local jurisdiction's 'land use forecasts within a one-half mile radius of each crossing over 20 years, e.g. Centinela/Florence and Florence/Prairie.**

**This policy does not now adequately address the 2011 Crenshaw EIR as it pertains to the Centinela/Florence and adjacent Florence/Prairie intersections. The Crenshaw LRT will be sending approximately 360 trains per day through the Centinela-Florence intersection crossing. Because of the significantly changed conditions since the approval of the environmental document for the Crenshaw/LAX Line, including increased traffic levels anticipated with the opening of the NFL Stadium – a major new regional attractor – a grade separation at this intersection is essential.**

**Commitment now to build a grade separation is critical to ensure that Metro is both responsive to community concerns and does not miss the opportunity to serve one of the most historic redevelopment mega projects in the entire County.**

**I, Therefore, Move to amend this item in so far as this Board instructs the CEO to report back to the full Board, at its February 2017 meeting, having examined the proposed design and construction scenarios and determine how:**

- 1. The scenarios can avoid impacting the October 2019 completion date for the Crenshaw/LAX Line;**
- 2. Costs of design and construction of the Centinela/Florence Fly-over grade separation;**
- 3. Cost estimates of constructing the grade separation now vs. retroactively constructing the grade separation after the Crenshaw line opens in 2019;**
- 4. Identify sources of funding, and**
- 5. Authorize, if needed, the expeditious preparation and release of necessary environmental documentation in order to proceed to design and construction.**